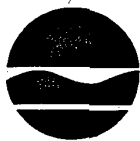




NEW YORK STATE DEPARTMENT OF



ENVIRONMENTAL CONSERVATION

Record of Decision

The New York State Departments of Environmental Conservation and Health have released the Record of Decision (ROD) for the Lehigh Valley Railroad Derailment Site. The ROD includes a summary of the comments received during the public comment period and the Department's responses. The ROD includes the following:

- describes results of detailed site investigations;
- describes the remedy selection process;
- presents the selected remedy;
- describes significant changes to the proposed remedial action plan in response to public comment.

What's Next

With the signing of the Record of Decision, the NYSDEC will seek to have potentially responsible parties (PRPs) fund the selected remedy. This phase could last several months to a year. Following this phase, the Department will start the design of the selected remedial action. The design should take one year to complete. If the schedule goes as expected, the construction of the waterline extension could begin in 1999.

FACT SHEET

LEHIGH VALLEY RAILROAD DERAILMENT

LeRoy, Genesee County, New York (Site #8-19-014)
April 1997

RECORD OF DECISION

The Record of Decision (ROD) for the Lehigh Valley Railroad Derailment Site, is now available for public review at the document repositories listed at the end of this notice. The ROD presents the alternative selected by the New York State Department of Environmental Conservation (NYSDEC) in consultation with the New York State Department of Health (NYSDOH). The ROD includes a responsiveness summary addressing comments received during the public comment period and the March 4, 1997 public meeting.

The Remedial Investigation and Feasibility Study Reports, as well as other site information, are available for review at the document repositories (see attached list).

PUBLIC MEETING

The NYSDEC and the NYSDOH held a public meeting on March 4, 1997 at 7:00 PM at the Caledonia-Mumford High School Cafeteria, 99 North Street, Caledonia, New York. The purpose of the meeting was to describe the Proposed Remedial Action Plan to address the trichloroethene contamination at the Lehigh Valley Railroad Derailment site. Representatives from the NYSDEC, NYSDOH and local county health departments were available to address questions and concerns regarding the proposed action and also presented recently gathered data on the extent of soil and groundwater contamination. About 120 people attended the public meeting.

SITE DESCRIPTION

The Lehigh Valley Railroad Derailment site is the location of a 30,000 gallon trichloroethene (a common industrial solvent) spill caused by a freight train derailment in 1970. In 1991, the NYSDEC and NYSDOH listed the spill site on the New York State Registry of Inactive Hazardous Waste Disposal sites and initiated a remedial program to address site contamination.

Investigations conducted by the NYSDEC and NYSDOH between 1992 and 1994 have uncovered extensive soil contamination at the spill site, and both groundwater and surface water contamination in the surrounding area. This contamination is considered a threat to public health and the environment, so remedial actions are required.

SELECTED REMEDY

The selected remedy addresses three major issues. The components are 1) providing safe drinking water, 2) addressing the spill site soil contamination, and 3) addressing the bedrock and groundwater contamination. The selected remedy addresses these three components, each one building on the other, to provide a remedy which is protective of human health and the environment.

The first component is a proposed waterline extension. The waterline will be installed from the existing Monroe County Water Authority (MCWA) mains in the Town of Wheatland and extend over the approximately 3.5 square mile impacted area. The system will be designed to supply current residents with safe drinking water and provide sufficient flow for current fire protection needs. All private wells presently contaminated (or threatened) with TCE will be hooked up to the waterline. All other residents in the immediate area of the waterline will be able to hook up to the line for a fee. This phase of the project will take about one year to design and one year to construct.

The second component will address contaminated soils at the spill site. Approximately 10,000 cubic yards of contaminated soil covering an area of about one acre will be excavated and treated. Roughly, a 1,000 foot section of Gulf Road will be excavated. Gulf Road will be closed for approximately six months. The treatment system for the excavated contaminated soil will be a series of above ground soil vapor extraction piles. A vacuum will be placed on the piles and the TCE will be removed from the soil in a vapor phase. The vapor phase TCE will be captured and treated. The soil will be placed back on site after treatment to appropriate soil cleanup objectives. This phase will not start until the waterline extension is complete, and then it will take approximately three years to complete.

The third component will address the bedrock contamination. The proposal is to install over 180 bedrock vapor extraction wells over an approximately ten-acre area suspected of being impacted by non-aqueous phase liquid (NAPL) trichloroethene spilled during the derailment. The wells will be installed to a depth of approximately 100 feet and connected to a vacuum extraction system. The TCE will be extracted by means of a vacuum and removed from the bedrock in a vapor phase. The TCE vapor will be treated on-site. The system will take one year to design, two years to construct and test, and could be operated for up to five years.

SIGNIFICANT CHANGE

As a result of evaluating several comments received on the extent of the waterline during the public comments period, the Department has tentatively decided to modify the remedy presented in the Proposed Remedial Action Plan. The proposed modification will expand the scope of the waterline extension to include the section from Spring Street, west along George Street/Flint Hill Road to Limerock Road. This proposed modification will be evaluated in the design phase of the project and the final decision to install this section will be based on satisfying two issues. One, a determination that private wells in this area are threatened from the TCE groundwater plume and two, a determination of the hydraulic adequacy of the design originally proposed in the PRAP. Both of these issues will be resolved early in the design process and the public will be notified of the Department's decision. For your convenience, the NYSDEC has placed site-related documents at the local document repositories listed below. These documents include the Record of Decision, the Feasibility Study, and other appropriate background information which describe the site and the contamination.

If you have any questions on the Record of Decision or other site activities, please feel free to contact the NYSDEC or NYSDOH either by the attached mailer or by calling the phone numbers listed on the contact list.

DOCUMENT REPOSITORIES

Documents related to remedial activities at the Lehigh Valley Railroad Derailment Site are available for public review. The documents are available at:

Caledonia Library
Ms. Kathy Hartness, Director
3108 Main Street
Caledonia, New York 14423
(716) 538-4512

LeRoy Public Library
Mr. Jerry Halligan, Director
Wolcott Street
LeRoy, New York 14482
(716) 768-8300

Monday	-	2-5:30, 7-9 pm
Tuesday	-	10-1, 2-5 pm
Wednesday	-	Closed
Thursday	-	2-5:30, 7-9 pm
Friday	-	2-5:30 pm
Saturday	-	10 am - 2 pm

Monday - Friday	-	Noon - 5 pm
Monday, Wednesday, Friday	-	7 - 9 pm
Saturday	-	10 am - 4 pm
Sunday	-	Closed

Please call any of the state agency contacts, listed below, if you have any questions. In addition, you can use NYSDEC's toll free number, 1-(800)-342-9296. Please leave a message on the answering machine and a NYSDEC staff person will return your phone call.

CONTACT LIST

Project Manager

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Regional Office Contact

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Health Contact

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1-(800)-458-1158 Ext. 402

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NYSDOH
42 South Washington Street
Rochester, New York 14608
(716) 423-8071

8-19-014

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Lehigh Valley

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Meeting to discuss Lehigh spill

The New York Department of Environmental Conservation and the New York State Department of Health will hold a public meeting on March 4 at 7 p.m. at the Cal-Mum High School Cafeteria, 99 North Street, to describe the Proposed Remedial Action Plan for the trichloroethene contamination at the Lehigh Valley Railroad Derailment site.

The Lehigh Valley Railroad Derailment site is the location of a 30,000 trichloroethene (a common industrial solvent) spill caused by a freight train derailment in 1970. In 1991, the NYSDEC and NYSDOH listed the spill site on the New York State Registry of Inactive Hazardous Waste Disposal Sites and initiated a remedial program to address site contamination.

Investigations conducted by the NYDEC and NYDOH between 1992 and 1994 have uncovered extensive soil contamination at the spill site, and both groundwater and surface water contamination in the surrounding community. This contamination is considered a threat to the public health and the environment, so remedial actions are required.

The proposed remedy addressed three major issues. 1.) providing safe drinking water, 2.) addressing the spill site soil contamination, and 3.) addressing the bedrock and groundwater contamination.

The first component is a proposed waterline extension from the existing Monroe County Water Authority mains in the Town of Wheatland and extend-

ing over the 3.5 square mile impacted area.

The second component proposes excavation and on-site treatment of the site soils contaminated with trichloroethene.

The third component proposes to install over 180 bedrock vapor extraction wells over an approximately ten-acre area suspected of being impacted by non-aqueous phase liquid trichloroethene spilled during the derailment.

Representatives from the NYSDEC, NYSDOH and local county health departments will be available to address questions and concerns regarding the proposed action and also will present recently gathered data of the extent of soil and groundwater contamination.